NEW PUBLICATIONS.

WATSON'S MARCUS AURELIUS. MARCUS AURELIUS ANTONINUS. By PAUL BARRON WATSON. pp. 338. Harper & Brothers.

The author of this book says in his preface: "The life of Marcus Aurelius has never before been written in the English language—a fact which of itself would seem to be a sufficient apology for the present work." Undoubtedly this fact is a justification of the undertaking, for the life of Marcus Aurelius is the record of the noblest character of Paganism, and one of the noblest to be found in all history. The extensive bibliography appended to his work by Mr. Watson at once bears testimony to the thoroughness of his preparation and proves the depth of the interest which the character of Marcus Aurelius has awakened ever since his time. And while it is not a little strange that no English biography of so fascinating a personage should have been written before, it must be remembered that many English thinkers have made the Imperial author of the "Thoughts" the subject of elaborate analytic

essays.

The reason why no English biography of him has appeared is perhaps to be found in the strength, until quite recently, of what Mr. Herbert Spencer calls the "theological bias." Marcus Aurelius was a Stoic; yet he lived so blameless and in all ways noble a life that it is difficult to distinguish between his virtues and those of the highest Christian ideal. And yet there is a distinction and a difference, and it deserves to be pointed out. Marcus was indeed more than a Stoic: his character in parts seems to have approached the peculiar tenlerness which is the special product of the new faith. Stoicism was virile and masculine to the ntmost. Its philosophy demanded life-long selfsacrifice and self-discipline without promise or hope of reward, either here or hereafter. Virtue was to be pursued not because it brought happiness, or good report, or peace of mind, but because it was right. No love of humanity, no trust in an overruling Providence, was involved. The worst was to be expected and endured, without complaint and without hope. His conscience was the God of the Stoic, and it was a pitiless and above all a disillusionizing deity. But Marcus Aurelius was more than a Stoic. Tenderness was so blended with selfrepression in his nature that while he saw the vices and defects of men he could not refrain from letting his pity for their foibles merge into love for them-

So uncongenial a career as that to which he was born has seldom been recorded. With the nature and predilections of a sage and a recluse, he was compelled to be a ruler and a warrior. The meditative disposition which would have befitted an early Christian anchorite suffered daily martyrdom exposed to "that fierce light that beats upon a throne." The spotless purity of a saint was forced into juxtaposition with the rank corruptions of the decomposing Roman society of the time. A humanity as sensitive and profound as that of Romilly was compelled to pander to a populace that lusted after gladiatorial shows. An example of nearly all the highest Christian virtues was made, through the satire of circumstances, to become a persecutor of Christianity. And he whose soul delighted in peace and harmony was condemned to waste his years in sanguinary wars against barbarians, and to die at last amid scenes of carnage and pestilence.

Yet through all these trials his constancy never deserted him, nor did he ever lower his standard. Uncertain as to the future, wavering always between annihilation and immortality, he yet was steadfast to his duty as he saw it. For he was, in truth, an optimist. He held that God was omniscient and omnipotent, and that whatever happened it must be for the best. Thus he says : " We are all working together to one end, some with knowledge and design, and others without knowing what they do." But every man must act for himself, and search himself, and establish his own soul, and make his own character. For "it is a ridicu lous thing," he observes, "for a man not to fly from his own badness, which is, indeed, possible, but to fly from other men's badness, which is impossible." All through the "Thoughts" this admonition for self-culture runs; and it must be borne in mind that the "Thoughts" were never meant for publication but embody the most candid self-analysis of a pure soul in the possession of mankind,

Marcus Aurelius frequently felt the depression inseparable from his surroundings, but he never rielded to it, always stimulating himself on such ecasions by a fresh and foreible recapitulation of The study of such a character cannot but be most interesting, and the more is unique. And the external life of the Emperor sorresponded with his internal progress. The nineteen years of his reign were filled with good works.
From first to last he labored ceaselessly to reform
buses, to ameliorate the condition of the poor and the oppressed, to introduce reforms, to purify the law, to promote peace and presperity, to weld together the disjointed masses of the Roman Empire.

His relation to Christianity has inevitably been a mbject of much controversy. That he did persecute the Christians, or that they were persecuted during his reign, is certain. But Mr. Watson has bestowed much pains upon his demonstration of this phase in the career of Marcus, and has brought into neceshary prominence the explanatory circumstances. In the second century Christianity was in many respects deservedly disliked. It abounded in heresies. No man could say certainly which its doctrines were. It was torn by internal dissensions. It was insulting and aggressive toward the old religions. And it was in open hostility toward the State. The Roman populace naturally hated it, and the Roman rulers as naturally looked with disavor upon a faith which made men bad citizens and above all spoiled them for military service. The plain truth is that the new religion was then in bad odor, and that while no doubt pure ignorance and misunderstanding account for much of this unpopularity, the condition of the Christian churches themselves was in many respects conducive to the growth of the general sentiment of dislike and distrust. Marcus Aurelins was, therefore, simply not in advance of his time in this matter. He did not examine the Christian apologetics; very few educated Romans would have thought it worth their while to do so then. In fact, Christianity in the second century was regarded by the Roman world very much as a mixture of Mormon ism and Communism would be to-day. It was thought to be a superstitious epidemic made specially offensive by an infusion of sedition. Marcus did not originate any measures of persecu tion, moreover. He merely put in force a decree of Hadrian. The cruelties practised upon the Christians in Gaul and elsewhere during his reign were the outcome of popular intolerance and the acts of provincial governors and officers. The Emperor himself appears to have looked upon the Christians with a sort of curious contempt, as weak-minded and too-willing victims of delusion. But it cannot be doubted that if he could have ventured to defy public prejudice he would have practised toleration toward them, for that was the natural bent of his disposition. And it has been well pointed out by Mr. Lecky that one of the best proofs of his genuine liberalism consists in the fact that though he was the ruler of the civilized world, and wielding an absolute authority, he never attempted to force his own beliefs upon society, as for instance Philip the Second did.

The "Thoughts" show their author to have been a man of the most sincere humility. His eminence but increased at once his sense of responsibility and his efforts to be worthy of the great trust confided to him. He lived not for himself but for his people. He spared every one but himself. He was so little selfish that even a conspiracy to dethrone him could not incense him against the rebel, and when the latter died Marcus regretted

considered and for the most part amply supported The chapter in which the "Thoughts" are considered might well have been more extended and the quotations given more numerous. Perhaps also the popular interest of the book would have been enhanced by an effort to reproduce in more detail the social life, less of the period than of the Emperor himself. There must always be difficulty in appreciating a character so far removed from ordinary humanity. and therefore the biographer should endeavor to give reality and life to the picture by painting the homelier details as fully and accurately as possible. But on the whole the work has been well done, and those who have read Mr. Watson's handsome volume will not wonder that "Marcus was so universally loved by his people that on the day of his funeral all joined with one accord in the sentiment that there should be no mourning, since he was now returned to the gods, who had lent him to the world." In accordance with the custom of the age he was deified, and without a dissenting voice; and so long after as in the reign of Diocletian the statue of the Dirus Marcus was frequently to be found among the household gods of the Roman

New Unblications.

A BRILLIANT SUMMER NUMBER.

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DEMOVAL of Wrecks in Harbor at New-Orleans, Louisiana. Advertisement.

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Leaving Per SS. N. R. foot of King. 84.
WISCONSIN.

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WISCONSIN.

Leaving Per SS. N. R. foot of King. 84.
WISCONSIN.

Leaving June 21, 38.00 p. m.
WISCONSIN.

Leaving June 21, 38.00 p. m.

Leaving June 21, 38.00 p. m.

Leaving June 31, 38.00 p. m.

Leaving June 32, 38.00 p. m.

Leaving June 33, 38.00 p. m.

Leaving June 34, 38.00 p. m

C.B. RICHARD & CO., Gen. Pass. Agis., 61 B'way, N. Y.

INMAN LINE OF STEAMERS.

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF BERLIN.

CITY OF MONTREAL.

CITY OF CHILLY AND STREAM FOR MANY AND STEEP AND STREAM FOR MANY AND STEEP AND

Philadelphia Office, No. 105 South 4th-st.

ROYAL MAIL TO THE NETHERLANDS,
Steamers leave co.'s pier, foot of Sinsex-st., Jersey City
For Amsterdam.

South Edward South States of States

278. William-st., Freight Agts.

PED STAR LINE.—For Antwerp and Paris.

Balling from New-York and Antwerp every Saturday.

WEST ERN LAND.—Saturday, June 21, 530 p. m.

PENN LAND.—Saturday, June 21, 530 p. m.

Saloon, staterooms, smoking and bathrooms anniahips.

Baloon, stoto is 500, execution. Saturday, June 28, 9-9 a m.

Soloro outward, prepaid, execution. Solo stoto; Second Cabin, 550 to outward, prepaid, execution. Solo stoto; Second Cabin, 550 prepaid from Antwerp SISB, exercise outward, prepaid from Antwerp SISB, exercise outward, prepaid from Antwerp SISB, exercise outward, Soloro outward, prepaid from Antwerp SISB, exercise outward, THE NEW AND FAST

Captain Grace.

Sails for Liverpool. WEDNESDAY, JULY 16, 11 a.m.

FIRST VOYAGE TO NEW. YOLKI, & days, 15 hours, 41 min.

Choice rooms and superb accommodations.

Washington Building, Battery Place, New. York.

AMERICA,

Ocean Steamers.

NORTH GERMAN LLOYD SS. CO.

SHORT ROUTE TO LONDON,
NEW-YORK SOUTHAMPTON AND BREMEN.
EMS. Wed, June 18 JODER. Sat., June 28
WERDER. Sat. June 21 ELB 5. Wed, July 28
EIDER. Wed, June 25 MAIN Sat., July 5
First cabin \$100 to \$100; second cabin. \$60. Steerage as lowest rates.

OELRICHS & CO., No. 2 Bowling Green.

OELRICHS & CO., No. 2 Bowling Green. OELRICHS & CO., No. 2 Bowing Green.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINES FOR CALIFORNIA, SANDWICH ISLANDS,
JAPAN, CHINA. NEW-ZEALAND, AUSTRALIA, CENTRAL and SOUTH AMERICA and MEXICO.
From New York, pier foot Canal-st., N. R.
For son Francisco, via the 1 sthmus of Panama,
COTTY OP PARA sails Friday, June 20, noon.
Connecting for Central and South America and Mexica
From San Francisco, 1st and Brannan sts.
For Japan and China.
CITY OF TOLKIO sails Pulselay, saily 1, noon.

For Japan and China.

CITY OF TOKIO sails Idealay, July 1, noon.

For HONOLULU, NEW ZEA LAND and AUSTRALIA.

ZHALANDIA sails Saturday, July 2.

on arrival of Londou mails at San Francisco,
for freight, passage and general information, apply atcompany's office on the pier, foot Canalsta, N. R.

H. J. BULLAY, Superintendent.

WHITE STAR LINE, — MAURY ROUTE.
UNITED STATES AND ROYAL MAIL STEAMERS.
BALTICORY LENSTOWN AND LIVERPOOL.
BALTIAN IC. CORP. CHERNAL SALUCTORY, JUNE 19, 150 p. m.
BRITAN NIC. Capt. Perry. Saluctay, June 19, 150 p. m.
BEPUBLIO. Capt. Irving. . Thursday, July 12, 8a. m.
FROM THE WHITE STAR DOCK, FOOT OF WEST
RATES.—Salogn, \$60, \$50 and \$100. Return tickets on favorable terms. Steerage at low rates. Intermediate (Adriate only), \$40.

For inspection of plans and other information apply at the company's offices, No. 37 Broadway, New-York.

R. J. CORTIS, Agent.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE,
DREW and ST. JOHN.
Leave Pier 41, N. R., foot of Canal-st., every week day at 6 p. m., N. B.-Tickets sold and baggage checked to all stations on New-YorkCentral R. H., and West Baers Railroad good for masage and stateroom borth.

A - TROY BOATS, CITIZENS' LINE.

A Steamers CITY OF TROY and SARATOGA leave Plor
44 North River, foot Christopher-st., daily except Saturday,
at 6 p. m., connecting with morning trains for the North and
West. Sunday's steamer touches at Albany. FALL RIVER LINE

Spiendid steamers PILGRIM and PROVIDENCE leave New Yorkdmiv (SUNDAYS INCLUDED) at 5 p.m. from Pier 24. N. R., foot of Marrayst. Connection by ANNEX BOATS from Brooklyn at 4:30 p. m.; Jersey city 4 p. m. MUSIC—A celebrated Band and Orchestra accompanies each steamer. Fine Concert in Grand Saloon every evening. TiCKETS, STATEEROMS &c., can be obtained at all principal hotels; transfer and ticket offices, at Pier 23, N. R., and on steamers. FREIGHT.—This line has a fleet of steamers aggred exclusively in the freight service, thus insuring prompt and reliable movement. Races as low as other line.

BORDEN & LOVELL, GEO. L. CONNOR, GEOTED & Agents. FOR BOSTON AND EAST.

Landing at Cranstons (West Point,) Cornwall, New-burgh, Mariboro, Milton, Poughkeepsie and Esopus, necture with Uister and behavare and Stony Clove R. R, mbonts JAMES W. BALDWIN and 111 Or. NGS-newedaily at 4 p. m., Pier foot of Harrison-st., N. R. FeHIGH VALLEY RAHLROAD.—Passenger trains leave depot foot of Cortianut and Despresses stated at Stio a. m., 3:10 and 7 p. m. for Easton, Bethlehem, Allentown, Reading, Manch Chunk, Wilkesbarre, Towanda, Warverly, Ihaca, Geneva, Lyons, Buffale and the West, Pullman through conches run daily. Local trains at 7 a. m. and 5:40 p. m. for Easton, Bethlehem and Coolay.

Trains leaving at Silo a. m., 1 and 5:40 p. m. connect for all pedicts in Mahanoy and Hazleton coal regions. Sunday train local for Mauch Chunk Stio a. m. Leave Mauch Chunk at 4 p. m.

General Eastern Office, corner of Church and Cortlandt sts. MARY POWELL.-For West Point, Corn-MARY POWELL.—For West Point, Corninnting at transion, Miton, Yew-Hamburg and Hyde Park
dally Genders accepted Leaves Vestryat, 3:15, and West
N. A. Salicertica, Caiskill, Albany and all points West,
decreased the Complete order with trains for the North;
decreased and Decrease with trains for the North;
decreased and Hopers Vest on the N. Y. Central R. R.
EXCURSION TICKETS to West Point, returning via
West Shore or Hudson River R. R. samé day, 3:23.
NO EXPRISES BAGGAGE RECEIVED AT 22d-87. NO EXPRISES BAGGAGE RECEIVED AT 22d-87.

NORWICH LINE TO BOSTON, WORCES—
TER, NA-BUA, PORTLAND and the WHITE MOUNTAINS without transfer, "City of Worcester," the travellers favorite, leaves Pier No. 40, North River, foot of chaniels. New York, on Tuesdays, Thuisdays and Saturdays, and the popular "City of Boston" on Mondays wednesdays and Fridays at 5 p. In.

Limited and Excursion Tickets at reduced rates, Staterooms may be secured at 207 Brusdway and at Plor 40. Superior advantages at coffered by fluts line as a FAST
FRIEIGHT 115 R. Two steamers each way every weekday.

For information referring to passenger or frieight rates apply
for information referring to passenger or frieight rates apply

THOUSAND ISLAND

LINE,

Via New-York, Ontario and Western Raiway and daily itue
of steamers from Oawego (including Sunday), touching at
kingston, (Canada, Clayton, Alexandria Bay, Pleasantest
route to Thousand Islands, Night express, with Pullman
alcepter, leaves New York 7p, m, arrives of swego 746 s.in.;
boat leaves on arrival of train. Day express leaves New-York
330 s.m. alcepers, leaves New-York 7 p. m., arrives Oswego (A6 a. m., beat leaves on arrival of train. Day express leaves New-York 5:80 a. m.
Depots and ferries in New-York foot of Cortlands. Desbrosses sits, and West 42d-st. Time-tables, tickets, and copies of "Summer Homes" at Nos. 182, 207, 281, 363, 616, 1.323 Brendway, No. 737 6th-ave., 188 East 1251n-st., 5 Union Square. In Brooklyn, 4 Court-st., Annex office, 838 Fullon-st., 7 DeKalb-ave, and depots. Steamer begins trips June 29, J. C. ANDERSON, General Passenger Agent, 24 State-st. PROVIDENCE LINE,—Providence Direct.
ALL NORTHERN NEW ENGLAND POINTS. Elegant
itempera RHODE ISLAND and MASSACRUSETTS leave
ler 20, N. R., at 5 p. m. daily, except Sundays. DOPULAR SHORE LINE .- For Providence, Boston and the East. All rail from Grand Central Depot Three express trains daily (Sundays excepted) to Boston at 3 a. m., 2 p. m. (parlor car attached) and 10 p. m. (with palace sleeping cars). Sundays at 10 p. m. (with palace sleeping cars). Newport express leaves Grand Central Depot at 1 p. m., arrives at Newport 7:35 p. m. Parlor cars attached. P. W. POFPLE, Agent

PHILADELPHIA AND READING

RAILROAD. NEW-JERSEY CENTRAL DIVISION,
FOOT OF LIBERTY-ST., NORTH RIVER.
Direct connection to and from Brooklyn, via Annex Rosts,
from Brooklyn Bridge Pier.
TIME TABLE-TAKING EFFECT MAY 11, 1884.
For PHILADELPHIA and TRENTON. "Bound Brook
Route," at 7:45, 9:30, 11:15 a. m., 1:30, 4:00, 4:30, 5:30, 7:00,
18:00 p. m. SUNDAYS at 8:45 a. m., 6:30, 12:00 p. m.
Direct connection at Wayne Junction for Germström and
Chestnat Hill; at Columbia-ave. for Manayunk, Conshohocken and Norristown.
DRAWING-ROOM CARS on all Day Taylor and Schenol NEW-JERSEY CENTRAL DIVISION. DRAWING-ROOM CARS on all Day Trains and SLEEPING CARS on Night Trains.

CARS on Night Trains.

Returning leave PHILADELPHIA, Ninth and Greenets, 7:30, 8:50, 0:30, 11:00 a.m., 1:15, 3:45, 5:40, 6:45, 12:00 p.m. SUNDAY, 8:50 a.m., 8:50, 12:00 p.m. Third and Berksents, at 5:10, 8:20, 9:00 10:30 a.m., 1:00, 3:30, 5:20, 0:30 p.m. SUNDAY, 8:15 a.m., 4:30 p.m. Leave TRENTON, Warren and Trucker sta., at 1:25, 6:20, 3:03, 6:00, 10:08, 11:05 a.m., 1:05, 4:22, 0:24, 7:25 p.m. SUNDAYA, 1:25, b:18 a.m., 6:10 p.m. SUNDAYA, 1:25 p.m. SUNDAYA, 1:25, b:18 a.m., 6:10 p.m. SUNDAYA, 1:25 p.m. SUNDA The READING and HARRISBURG at 745, 900 11:15 a. m., 1:00, 1:30, 4:00, 5:30, 5:45 12:00 p. m. Sundays at 5:30 p. m. For SCRANTON at 7:15, 9:00 a. m., 3:45 p. m. For WILKESBARRE and PITTSTON at 7:15, 9:00 a. m., 1:00, 1:30, 3:45, 5:45 p. m. Sundays at 5:30 p. m. For DRIFTON at 7:15 a. m., 3:45 p. m. For TAMAQUA at 7:15, 7:45, 9:00 a. m., 1:00, 1:80, 3:45, 4:00, 12:00 p. m.

For BETHEHEM, ALLENTOWN and MAUCH CHUNK 127:15, 3:00 a. m., 1:00, 1:30, 3:45, 5:30 p. m. Sunday at 5:30 p. m. For EASTON at 7:15, 7:45, 9:00 a. m., 1:00, 1:30, 3:45, 4:00, 4:30, 5:30 p. m. Sundaya, 5:30 p. m. For STATIONS ON HIGH BRIDGE BRANCH at 9:00 s. m., 4:00, 4:30 p. m. For STATIONS ON HIGH BRIDGE BRANCH at 9:00 s. m., 4:00, 4:30 p. m.

For FLEMINGTON at 7:15, 9:00 a. m., 1:00, 1:30, 4:00, 4:30, 8:00, 3:30 p. m. Sundays, 1:30 p. m.

For SOME SYLILLE at 6:00, 7:15, 7:43; 9:00, 10:30, 11:15 a. m.

1:00, 1:30, 2:30, 3:45, 4:00, 4:30, 5:00, 5:30, 5:43, 6:00, 7:00, 3:00, 1:015 p. m. Sundays at 8:00 a. m, 1:30, 5:30, 9:00 p. m.

For PLAINFIELD at 8:00, 7:15, 7:43; 9:00, 9:30, 10:30, 11:15 a. m.

1:00, 6:30, 7:00, 8:00, 6:30, 10:30, 10:30, 10:30, 11:13 a. m. 1:30, 5:30, 3:30, 3:45, 4:00, 4:30, 5:00, 5:00, 5:15:30, 5:40, 6:00, 6:35, 7:00, 8:30, 8:30, 8:45, 4:00, 4:30, 5:00, 5:00, 5:15:30, 5:40, 6:00, 6:35, 7:00, 8:30, 4:00, 5:30, 5:00, 5:15, 5:30, 5:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:45, 6:00, 6:15, 6:30, 6:40, 6:30, 6

For LONG BRANCH, OCEAN GROVE, &c. (All rafl) at 8:15 am, 1:80, 4:00, 6:00 pm. SUNDAYS (except Ocean Grove) at 10:45 am.

For FREEHOLD—At 8:15, 11 a.m., 1:30, 4, 5 p. m. For LAKEWOOD, TOMS HIVER and BARNEGAT at 8:15 a.m., 1:30, 4:30 p. m. with through parior cars on 4:30 p. m. train.

Steamboats and Railroads,

A .- HUDSON RIVER BY DAYLIGHT.

and Hudson.

CONNECTIONS:
RHINEBECK—With H. and C. W. R. R., for Lakevilla Hartford. Printingliseld and Boston, and the ferry with special train on Ulster and Del. R. R. for the resorts of the Catskilla. CATSkilla.—With special train on Catskill Mt. E. R. HUDSON—With Boston and A. R. R. for Chatham, Pittsfield, North Adams and Lebanon Springs.

ALHANY—With Del. and H. C. Co's R. R. for Saratoga and the North, and with N. Y. C. R. R. for Utics, Buffalo, Niagara Falls and the West.

BALTIMORE AND OHIO RAILROAD.

MODEL FAST LINE TO THE WEST.
Via Philadelphia, Baltimore and Washington.
Trains leave from Pennsylvania B. R. Depot:
Bp. m., except Sunday, for Washington and all points West.
Tp. m. DAILY FAST EXPRESS. through sleeping coaches to Chicago, Cincinuati, St. Louis. Connects for all points West.
12, MIDNIGHT, daily for Washington and all points West, For Time-Tables, Tickets, Sleeping Berths and Baggage apply at Company's office. 21, 315, 851 and 1,140 Broadway; a Court-st., Brooklyn; Pennsylvania Railroad. FOR BOSTON AND ALL POINTS EAST.

VIA STONINGTON LINE.

PAVORITE INSUE ROUTE.

Steamers leave daily (except Sunday) from Pier 33, N. R. Jay-st, at 5 p. m. F. W. POPPLE, Gen'l Pass. Agt., 177 West st.

FOR BRIDGEPORT and all points on HOU-BATONIC and NAUGATUCK BAIL ROADS.—Steamers leave Catherine Slip at 11 a. m., 3 p. m.; 234.at., East River, 3:10 p. m. Fare lower than by any other route. NEW-HAVEN, STEAMBOAT CO'S STEAM-Peck Slip Pier No. 25. E. R., at 3 and 11 p. m. Sundays ex-cepted); connecting at New-Haven, with special trains for MERIDEN, HAETFORD, SPRINGFIELD, HOLYOKE, &c. Tickets sold and baggage checked at 94; Broadway, N. Y., and 4 Court-st., Brooklyn. Excursion to New-Haven \$1.50.

NEW-YORK AND LONG BRANCH RR. NEW-YORK AND LONG BRANCH RR.

Pennsylvania R.R., foot Cortiandtstand Dosbroseo-si.

LEAVE NEW-YORK. commencing May 22, 1834

For South Amboy, via Phila. & Reading R.R., 8:15. 11:00

a.m., 1:30, 4:00, 5 m. Sundays, 10:45 a. m., via Penn. R. R.

9:60 a. m. 12 m. 3:10, 5 p. m. Sundays a. m. via Penn. R. R.

For Matawan, &c., via Phila. & Reading R.R., 8:15, 11

a. m., 1:30, 4:00, 4:30, 5:00, 6 p. m. Sundays, 10:45 a. m.,

Yia, Penn. RR., 9 a. m., 12 m. 5 p. m. Sundays, 10:45 a. m.,

For Ret Bank, Long Brauch, Ocean Grove, Asbury Park,

Sea Girl, Point Pleasaut, &c., via Philadelphia and Reading

RR., 8:15 a. m., 1:30, 4:00, 6:00 p. m. Sundays,

(not stopping at Ocean Grove or Asbury Park), 10:35 a. m.,

via Pennsylvania RR., 9 a. m., 12 m. 3:10, 5 p. m. Sundays,

(not stopping at Ocean Grove or Asbury Park), 10:35 a. m.,

yia Pennsylvania RR., 9 a. m., 12 m. 3:10, 5 p. m. Sundays,

(not stopping at Ocean Grove or Asbury Park), 10:35 a. m.,

For Freehold, via Philadelphia and Reading RR., 8:15, 11

a. m., 1:30, 4:00, 5 p. m. For Kapport, via Philadelphia and

Reading RR., 8:15, 11 a. m., 1:30, 4:30, 5:00 6 p. m. For

Las wood, Town River, via Penn. R. R., at 9:00 a. m., 12:00 M.

For Vineland, Bridgateo, Atlantic City, &c., 1:30 p. m.

C. G. HANCGCK, J. R. WOOD, H. H. N. IEMAN.

G. P. & T. A., P. & R. RR. G. P. A. P. RR. a. Acty Supt.

NEW. VORK CENTRAL AND HUDSON

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD -Commencing May 31, 1884, through trains will leave Grand Central Depot. 8 a.m. Western Now-York and Northern Express, with brough drawing-room cars to Bechester and to Mon real. through drawing room cars to facenester and to Mon real.

*8:40 a.m., Fast Limited Chicago Express, with dining cars, stopping at Albany Utica, Syracuse, Rochester, Bundlo Niegara Falls, Eric. Cheveland and Toledo, arriving at Chicago 10:11 a.m. next day.

10:30 a.m., Chicago Express, drawing-room cars to Canandalgua, Rochester, Niagara Falls and Bundalo: connects for Owners, Niagara, Falls and Bundalo: connects for Owners, Niagara, Spings, and Bundalo: swego Saaron serings and Richied Strings.
11 a.m., Western New-York and Northern Express, with rawing room cars.
220p.m., Albany, Troy, Saratoga and Utica Express, through awing room cars. drawing room cars.

23(9)_m., Albany, Troy, Saratoga and Utica Express, through
drawing-room cars.

4 b. m., Accommodation to Albany and Troy.

6 b. m., St. Louis Express, with sleeping cars for Niagara
Falls, Binfalo, Cincinnati (except Saturday), Toledo, Detroit
and St. Louis.

630 b. m., Express, with sleeping cars for Rochester,
9 b. m., Pacific Express, with sleeping cars for Rochester,
80 m., Pacific Express, with sleeping cars for Rochester,
80 m., Pacific Express, with sleeping cars for Rochester,
80 m., Pacific Express, with sleeping cars for Rochester,
80 m., Pacific Express, with sleeping cars for Rochester,
80 m., Niagara Falls, Cleveland, Toledo, Detroit, Cheago,
81 t. Louis.

80 m., Pacific Express, with sleeping cars for Rochester,
81 m., Night Express, with sleeping cars to Albany and
81 p. m., Night Express, with sleeping cars to Albany and
81 p. m., Night Express, with sleeping cars for the West and
82 m., Night Express, Williams of the West and
83 m., Night Express, Pacific Rochester,
84 m., Night Express, Williams of Sp. Fution sta, Brooklyn, and 79
84 p. Fourths st., Williamsburg.

85 p. Accommodations in drawing-room and sleeping cars can be
95 procured at any of the ticket offices in New-York City, and 25
85 Washingson-st. Brooklyn.
85 p. M. Rochester, Sp. M. Sp. M. S. Sp.

PENNSYLVANIA RAILROAD,
On and after Feb. 27, 1884.
GREAT TRUNK LINE
AND UNITED STATES MAIL ROUTE.
Trains leave New-York via. Desbrosses and Cortlands

AND UNITED STATES MAIL ROUTE.

Ferries as follows:

Harrisburg, Pittsburg, the West and Eouth, with Pullman Palace Cars attached, 8 a. m. 6 and 8 p. m. daily. New-York and Chicago Limited, of Parior, Dining, Smoking and Sleeping Cars, at 6 a. m. every day;

Williamsport, Lock Haven, 8 a. m. 8 p. m. Corry and Eric at 8 p. m. consociting at Corry for Titusville, Petroleum Centrol and the Oil Regions.

Baitmore, Washington and the South, "Limited Washington Baitmore, Washington and the South, "Limited Washington and the Oil Regions. Baitmore, Washington and 5 p. m. Regular, via R. and P. R. R. at 6:10 and 5:30 a. m. 3:40 and 9 p.m. and 12 night, via B. and P. R. R. in and 7 p. m. and 12 night, via B. and P. R. R. in and 7 p. m. and 12 night, via B. and O. R. R. J. and 7 p. m. and 12 night, via B. and O. R. R. J. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. P. R. chi's a. m. op. m. and 12 night, via B. and O. R. R. P. and 7 p. m. and 12 night, via B. and O. R. P. C. C. P. M. C.

TO PHILADELPHIA. THE OLD ESTABLISHED ROUTE AND SHORT LINE

DOUBLE TRACK, THE MOST IMPROVED EQUIPMENT AND THE FASTEST TIME CONSIST.

ENT WITH ABSOLUTE SAFETY.

Express Trainsleave New-York via Desbrosses and Cortlands
Street Ferriss as follows:
6:20,7:20,8,8:30 09 and 10 Limited), 11, 11:10 a.m. 1, 3:20,
5:40,4,5,6,7,8 and 9 p. m. and 12 night. Sundays, 6:15,8,
(9 Limited and 10 a.m.; 4,6,7,8 and 9 p. m., and 12 night.
Trains leaving New-York daily, except sanisay, 7:20, 8:10 and
11:10 a.m., 1,2,4,5 and 7 p. m., connect at Trenton for 11:10 a.m., 1, 2, 4, 5 and 7 p. m., connect at Protect for Canden.
Returning trains leave Broad.st. Station, Philadelphia, 12:01, 2:15, 3:29, 4, 4:35 (except Monday), 6:50, 7:30, 8:20, 6:30 11, and 11:15 a.m. (Limited Express 1:30 and 5:20 p. m.), 1, 5:20, 4, 6:30, 7:30, 7:45 and 8 p.m. On Sunday 12:01, 34:5, 3:20, 4, 4:55, 8:30 a.m., 4, 6:20 Limited, 6:30, 7:40, 7:45, and 8 p.m. Leave Philadelphia via Camden, 8:50 a.m. fasly accept Sunday. Ticket of inces, 435, 8:49, and 9:44 Broadway, 1. Astor House, and foot of Desbrosses and Cortlandt Streets, 4. Court.st., and Brooklyn Annex Station, foot of Fulton.st. Brooklyn: Bush's Hotel. Hoboken, Station, Jersey City, Emigrant Ticket Office No. 8 Battery Place and Castle Garton.

The New-York Transfer Company will call for and cheel baggage from hotels and residences.

CHARLES E. PUGH,
General Manager.

J. R. WOOD,
General Pass'r Agent.

CITY, RIVER AND HARBOR TRANSPORTATION COMPANY.

Office Pier 18, N. R., foot of Cortlands.st.

Consignments of freight forwarded as directed to any part of the world.

UNEQUALLED FACILITIES FOR DISPATCH.

Orders received for delivery of all bridge.

UNEQUALLED FACILITIES FOR DISPATCH.
Orders received for delivery of all kinds of freight and meachandise to any part of the city.
SEA AND HARBOR TOWING AND RIVER AND HARBOR LIGHTERAGE.
Freight of every description promptly lightered to any point
in the harbor at reasonable rates. STEAMBOATS, BARGES AND GROVES TO CHAR-TER FOR EXCURSIONS. Steamers JOHN H. STARIN, and ERASTUS CORNING for NEW-HAVEN, leave Pier 18, N. R., foot of Cortlands at, at 9 p. m. daily. [Saturdays excepted.]
Freight for points on D. L. & W. R. R. received at Pier 19, For New-Haven and points East, at Pier 18.
NORTH SHORE, STATEN ISLAND.—Eleven Miles for Ten Centa, via Steamers from Pier 1, E. R., foot of White-ball.st.

CENTRAL SHIPYARD, Communipaw, N. J.—Dry Docks, Machine and Boiler Shops. Everything appertaining to the

CENTRAL SHIPYARD, Communitys, N. J.—Dyr Docks, a. m., 150, 450 p. m. with through partor ares on 4,30 p. m.

NEW-JERSEY SOUTHERN DIVISION, Prom Per Ne. 8, North Rivery 18, 260 p. m. standard, 180 p. m.

NEW-JERSEY SOUTHERN DIVISION, Prom Per Ne. 8, North Rivery 18, 260 p. m. standard, 180 p. m. standard,